

- Detailed information was collected in 2003 and is shown in the NCDOT Relocation Report (2003).
- At the request of the Merger Process Team in 2008, a field survey of the four detailed study alternatives on new alignment (2A, 2C, 4D, and 4E) was conducted using GPS technology to more precisely define relocation impacts. All existing homes and businesses were identified within a 25-foot buffer on each side of the detailed alignments, which had been refined since the initial relocations assessment in 2003. Field data was compared against the latest aerial photography.
- A third level of analysis was completed by the NCDOT in the spring of 2010 and included an engineering level property impact for Alternatives 2C and 2A.
- Estimates for the Preferred Alternative were updated in January 2011. Results of this data collection effort are summarized in the NCDOT *Relocation Report (2011)*, which is included in Appendix C.

No business relocations are expected to result from the Preferred Alternative, based on the latest *2011 Relocation Report*.

Non-Profit Organization Relocations. No non-profit organizations were identified in the Relocation Reports as being subject to relocation by any of the Detailed Study Alternatives.

4.1.1.3 Community Facilities and Services

The Detailed Study Alternatives improve the intercommunity connectivity for many of the communities in Segments 2 and 4 by creating a bypass west of the existing US 17 alignment. By drawing approximately 68 percent of the projected traffic out of town to the bypass, residents of Belgrade, Maysville, Hatchville, Pollocksville, and Murphytown will be able to access locations on either side of US 17 more safely. Conversely, residents of Oak Grove and Ten Mile Fork will have higher volumes of traffic bisecting their communities once the Pollocksville bypass creates a new transportation link.

4.1.1.3.1 Schools

Two elementary schools are located in the project study area. None of the Detailed Study Alternatives would directly impact area schools. Bypasses in Segments 2 and 4 would reduce traffic volumes through the towns of Maysville and Pollocksville, thereby allowing safer travel for school buses, children walking to school, and school-related traffic on existing US 17. However, Alternative 2A (Preferred) and 2C have the potential to increase the noise levels experienced at the Maysville Elementary School. No changes to school access would occur.